

The Hongkong Telegraph.

No. 1995.

FRIDAY, AUGUST 3, 1888.

SIX DOLLARS PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
- 2.—SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.
- 3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—INTEREST at the rate of 3 1/2 per cent. will be allowed to Depositors on their daily balances.
- 5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented when payment or withdrawal is required. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—CORRESPONDENCE as to the Business of the Bank, if marked on HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
- 7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, 1st September, 1887.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £4,000,000.
PAID-UP CAPITAL 500,000.
Registered Office, 40, Threadneedle Street, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per cent. per annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per cent. per annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager,
HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £7,500,000.
RESERVE FUND 3,000,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—HON. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. L. POENNEKER, Esq.
B. LAYTON, Esq. N. A. SIESS, Esq.
Hon. A. P. McEWEN. E. A. SOLOMON, Esq.

CHIEF MANAGER,
HONGKONG—THOMAS JACKSON, Esq.
MANAGER,
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager,
Hongkong, 25th April, 1888.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary,
Hongkong, 25th August, 1888.

Advertisements.

THE STERLING ORIENTAL CORSET



WARM CLIMATES OF EVENING WEAR

Made from a combination of an entirely new fabric, combining strength with lightness.

None genuine unless stamped with the Trade Mark.

ROSE & CO.

ARE NOW SHOWING A LARGE STOCK OF THE "STERLING ORIENTAL CORSET" IN RIDING, TENNIS, HAIDEE and ACME. Also, THE "PHANTOM BUSTLE" and THE NEW "CURETTA" & "VESTINA" BODICE.

ROSE & CO.,
37-39, Queen's Road,
Hongkong, 27th July, 1888.

PIANOS FOR SALE. PIANOS ON HIRE.

A. H. A. H. N., PIANO TUNER AND REPAIRER.

OWING to the increasing patronage to the PIANO Tuning Department of my business, I am obliged to give up "Store-keeping" from the 1st of September next. During this month of August, I will, therefore, SELL at REDUCED PRICES ALL BRASS, WIND, and STRING INSTRUMENTS, etc. Special arrangements have been made for the SALE of TOYS and FANCY GOODS at an average price of 50 cents cash. The Store will be kept open daily till 8 P.M. Hongkong, 1st August, 1888.

LANE, CRAWFORD & CO.

HAVE just received new consignments of PIANOS from Europe, and are offering them at very moderate prices. PIANOS from Broadwood & Son, Collard & Collard, Hechtstein, Chappell & Co., and Haake. NEW MUSIC is received regularly. They have always on hand a full stock of Stores from Cross & Blackwell and other best suppliers—these are received monthly and are always guaranteed fresh. New Season's ISIGNY BUTTER, just arrived. L. C. & Co. would also draw attention to their stocks of CROCKERY and GLASSWARE, IRONMONGERY and HOUSE FITTINGS, KEROSENE LAMPS in large variety, NON-PAREIL OIL 150° test, KITCHEN UTENSILS, STOVES and RANGES. GENTLEMEN'S OUTFITTING, HATS, BOOTS, TENNIS SHOES, UMBRELLAS, RAINCOATS, &c., &c. BEDSTEADS, COTS, PERAMBULATORS, CURTAINS, CARPETS, & TAPESTRIES. SHIP CHANDLERY STORES of every description. Special Agents for International Antifouling Compositions.

WINES AND SPIRITS:—
CHAMPAGNE, AVYAL & Co. SHERRIES, SACCONI's and other Brands. CLARETS in variety, Breakfast to Afterdinner. PORTS of various Brands. BRANDY:—EXSHAW'S, HENNESSY'S, COURVOISIER'S, and 1848. WHISKY:—Carlton 11 years old, Napier Johnstone's well known and justly celebrated. Brand in square bottles, Teacher's Highland Cream, Dunville's Irish, Stonewall Brand of American, GIN:—OLD TOM and GENEVA, RUM, LIQUEURS and BITTERS. ALE and STOUT: Bull Dog Brand. AMERICAN and GERMAN BEERS. WHITEBREAD'S DRAUGHT STOUT and BASS'S DRAUGHT ALE, and a large assortment of Fancy Goods.

Hongkong, 20th July, 1888.

ROBERT LANG & CO., TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.
TALL SILK HATS. Drab-Felt Hats. Black, Brown Drab and Grey Hard-Felt Hats. Teral and other Soft Felt. Tweed Hats and Caps in New Shapes. Straw Hats and Pith Hats. Silk Umbrellas from \$5 each, over 100 to choose from. A large assortment of Walking Sticks. Waterproof Coats, Leggings & Chair Aprons. Travelling Rugs and Scotch Mauds.
Over Coatings, Light & Heavy. Ulster Tweeds. Fine Black Diagonal & Cork-screw for Dress Suits. Black, Blue and Brown Fancy and Diagonal Coatings. Fancy & Check Tweed Suits. Trousers in great variety of Stripes, Checks and Plain. Checkings, Flannels, Stripes, Checks and Plain. White and Fancy Vestings. French Printed Shirts. Unshrinkable Flannel. Ready Made Ulsters in Stock. Solid Leather Portmanteaus.
Overland Trunks, Gladstone Bags, and a variety of Traveling Cases, all sizes. Winter, Medium and Summer Under Vests and Pants. Silk Half-Hose, Black, Navy and Colors. Lamb's Wool Merino and Lisle Thread Half-Hose. White Dress Shirts. Lacing & Elastic-side Walking Boots and Shoes. Shooting Boots, Rubber Boots. Patent Leather Boots & Shoes. Dancing Pumps, all sizes. Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.
Hongkong, 22nd February, 1888.

W. POWELL & CO. HOUSEHOLD REQUISITES.

BASS BROOMS, Hair Brooms, Corn Brooms, Banister Brushes, Scrubbing Brushes, Stove Brushes, &c., &c. Slaves, Coffee Mills, Waffle Irons, Gridirons, Broilers, Frying Pans, Kitchen-Stoves, Standard Oil Fuel for Stoves, &c., &c. CUTLERY:—Knives, Forks, Spoons, Fish Carvers, Ham Slicers, Soup Ladles, Toddy Ladles, Champagne Knives, Beer Cocks, Wine Taps, &c., &c. ELECTRO PLATED WARE:—Cruets, Burets, Dishes, Marmalade, Jam and Pickle Jars, Ice Jugs, Ice Pails, Sugar Baiting, Cream Jugs, Card Trays, &c., &c. FURNISHING OF EVERY DESCRIPTION.

VICTORIA EXCHANGE, Hongkong, 31st July, 1888.

KELLY & WALSH, LD.

JUST LANDED IN SPLENDID CONDITION.

CIGARETTES.

"RICHMOND STRAIGHT CUT." "VIRGINIA BRIGHT." ALLEN & GINTER'S "LITTLE BEAUTIES." KINNEYS "STRAIGHT CUT." And shortly to arrive, a fresh consignment of "SWEET CAPORALS."

TOBACCO.

"OLD RIP" 1 lb. Tins. "RICHMOND GEM" 1 lb. Tins. "DO" MIXTURE" 1 lb. Tins. "DO" "GOLDEN CLOUD" 1 lb. Tins. "WILLS' BRISTOL-BIRDS EYE" 1 lb. Tins. "DO" "THREE CASTLES" 1 lb. Tins. ALLEN & GINTER'S "TURKISH MIXTURE" 1 lb. Tins.

SOLE PROPRIETORS OF THE POPULAR BRANDS:—"HAPPY THOUGHT," "DOLLAR BRAND," "STAR MIXTURE" & "GOLD EAGLE."

KELLY & WALSH, LIMITED, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 27th July, 1888.

For Sale.

FOR SALE. ONE GRAND UP RIGHT PIANO, almost new, and in good condition. PRICE \$200. Apply to A. B. Ho-Hongkong Telegraph Office, Hongkong, 30th July, 1888. [749]

FOR SALE. THE Siamese Barque "YOUNG SIAM." For Particulars, apply to HOP HING HONG, Hongkong, 26th July, 1888. [737]

FOR SALE. GERMAN BEER. BRAUEREI "ZUR EICHE," KIEL. \$7.25 per Case of 12 Dozen Quarts. 9.00 " " " Pints. EDUARD SCHELLHASS & CO., Sole Agents, Hongkong and China. Hongkong, 3rd May, 1888. [463]

Consignees.

CANADIAN PACIFIC STEAMSHIP CO. NOTICE TO CONSIGNEES. STEAMSHIP "BATAVIA," FROM SAN FRANCISCO, VANCOUVER, YOKOHAMA, AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co., Agents, Hongkong, 30th July, 1888. [36]

PACIFIC MAIL STEAMSHIP COMPANY. NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF RIO DE JANEIRO." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHS. D. HARMAN, Agent, Hongkong, 30th July, 1888. [1]

Shipping.

STEAMERS.

"SHIRE" LINE OF STEAMERS. FOR LONDON AND HAMBURG. THE Steamship

"MERIONETHSHIRE," Dowling, Commander, will be despatched for the above Ports, on the 3rd August.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents, Hongkong, 30th July, 1888. [595]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE, VIA FOCHOW.

THE Steamship

"CHANG-SHA," J. S. Williams, Commander, will be despatched as above, TO-MORROW, the 4th August, at DAYLIGHT.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 2nd August, 1888. [730]

FOR SHANGHAI. THE Steamship

"PEKING," Captain G. Heuermann, will be despatched for the above Port, TO-MORROW, the 4th instant, at 4 P.M.

For Freight or Passage, apply to STEINSEN & Co., Hongkong, 2nd August, 1888. [762]

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE. Taking through Cargo for QUEENSLAND PORTS, ADELAIDE, TASMANIA, NEW ZEALAND, &c. THE British Steamer

"MOGUL," Captain Johnson, due shortly with part Cargo from Japan, will be despatched as above on or about the 15th instant.

Attention is directed to the Steamer's comfortable Saloon and State Rooms, affording excellent accommodation for First Class Passengers. To be followed by the S.S. "DELCOMYN."

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers, Hongkong, 1st August, 1888. [757]

STEAM TO SHANGHAI. THE P. & O. S. N. Co.'s Steamship

"PESHAWAR" will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN, Superintendent, Hongkong, 1st August, 1888. [3]

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN and taking through Cargo to QUEENSLAND PORTS, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"TANNADICE," Captain Shannon, will be despatched for the above Ports, on THURSDAY, the 9th instant, at DAYLIGHT.

For Freight or Passage, apply to RUSSELL & Co., Agents, Hongkong, 1st August, 1888. [753]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW ZEALAND PORTS. THE Company's Steamship

"WHAMPOA," Fawcett, Commander, will be despatched as above, on SATURDAY, the 11th instant, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer, which is situated amidst ships upon the upper deck.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 1st August, 1888. [752]

SAILING VESSELS.

FOR NEW YORK. THE 3/3 L. I. American Ship

"W. H. CONNER," Butman, Master, shortly expected, will load here for the above Port, and will have a quick despatch.

For Freight, apply to PUSTAU & Co., Hongkong, 1st August, 1888. [755]

FOR NEW YORK. THE 3/3 L. I. American Ship

"C. C. CHAPMAN," Hichborn, Master, shortly expected, will load here for the above Port, and will have a quick despatch.

For Freight, apply to PUSTAU & Co., Hongkong, 1st August, 1888. [754]

Mails.

SINGAPORE, PENANG, COLOMBO, ADEEN, FOR SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON.

ALSO, MADRAS, CALCUTTA AND AUSTRALIA.

M.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship

"MIRZAPORE," Captain R. Harvey, with Her Majesty's Mail, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of call on SATURDAY, the 11th August, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN, Superintendent, Hongkong, 1st August, 1888. [1]

P. & O. S. N. Co.'s Office.

HONGKONG, 1st August, 1888.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

THE Steamship

"GAELIC" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 18th August, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return.....350.00
available for 6 months.....350.00
To Liverpool.....335.00
To London.....350.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 104, Queen's Road Central.

G. D. HARMAN, Agent, Hongkong, 28th July, 1888. [3]

Mails.

POSTPONEMENT.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

V.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SATURDAY, the 4th day of August, 1888, at 4 A.M., the Company's Steamer "PREUSSEN," Captain C. Pohle, with MAIL PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon, and Specie will be received on board until 1 p.m., and Parcels until 10 a.m., on the 3rd August, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office).

Contents and Value of Packages are required. The Steamer has splendid accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS & Co., Agents, Hongkong, 1st August, 1888. [14]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 8th August, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and other Atlantic and Indian Cities of the United States, with Overland Railways to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return.....350.00
available for 6 months.....350.00
To Liverpool.....335.00
To London.....350.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcels and Specie will be received at the Office until 4 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 104, Queen's Road Central.

C. D. HARMAN, Agent, Hongkong, 19th July, 1888. [1]

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"BATAVIA," 2,553 Tons Register, Watson, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, via KOBE, and YOKOHAMA, on THURSDAY, the 3rd August, at THREE P.M.

To be followed by the S.S. "PARTHIA" on 13th September, and S.S. "ABYSSINIA" on the 4th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria.....\$160.00
To San Francisco.....175.00
To all Common Ports in Canada.....130.00
and the United States.....300.00
To Liverpool.....335.00
To London.....350.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 2nd August.

could have been wished in the telling singing lesson in the first scene, in which Mr. Dunbar and Miss Fraser used to score so heavily. Miss Patey was loudly cheered for her efforts in the music hall ditty "Money," and we can compliment her on the good taste which made her appearance a "dupe" entirely inoffensive. Miss Gracie Whiteford as the black "slavey," *Bella Thompson*, was somewhat heavily handicapped in having to appear after Miss May Livingston, who was quite at the top of the tree in this line of business; however, this young actress displayed sound ability, and her excellent rendering of a well-known negro ballad was one of the features of the performance. Miss Whiteford also introduced an eccentric dance, which was capably performed and received quite an ovation. Mr. Imamo did what was possible as the *Count di Luna*, and his fine voice was heard to great advantage in Tosini's popular ballad "For Ever." Mr. A. Sutch doubled the parts of *Captain Cranberry* and *Jerry Thompson*, the black steward on board the *Arcturion*, and was equally effective in both. Mr. W. Cripps as *Richard Sparks* and Mr. Charles Fisher as *Tommy Cranberry* adequately filled these minor roles.

In the second act a condensed version of "Il Trovatore" was introduced, in which Miss Hare appeared as *Leonora*, Miss Leamington as *Azucena*, Mr. Imamo as *Count di Luna*, and Mr. Fisher as *Americo*, and rendered a few of the most popular selections from that opera. Both the ladies named were heard to considerable advantage, Miss Leamington especially singing "Home to our mountains" with much power and effect, although her make-up scarcely suggested the character she was supposed to represent. Mr. Fisher possesses a most sympathetic tenor voice, and sang "Abbi la morte" splendidly; whilst Mr. Imamo's vocal efforts were marred somewhat by a tendency to sing out of an error on the part of the accompanist. These operatic selections were warmly applauded, but we gravely doubt the wisdom of their introduction on board the *Arcturion*, the more especially as the performance had already been spun out to an uncomfortable length. In our opinion an opportunity of displaying their versatility in song and dance, would have been better appreciated, and certainly would have been more in keeping with the character of the entertainment than a necessarily feeble mutilation of classical opera. Before closing this notice we must not omit to commend the skill displayed by Miss Arline in a banjo solo, and to acknowledge the admirable manner in which Mr. Robertson played the whole of the accompaniments, with the single exception above alluded to. The scenery was everything that could be wished, and also the performance might have been condensed with advantage if it went along swimmingly to the end.

THE STRANDED STEAMER "ARDGAY"

Mr. Andrew Johnston, consulting engineer, arrived here by the steamship *Caribbrook* yesterday from the coast of Coochin-China where he has been engaged during the last few weeks in cutting out the stranded steamer *Arday* which, it will be remembered, went ashore at the Batangan, on December 15th of last year. The *Arday* is a comparatively new ship of 1,072 tons register and belonged to Messrs. Adams Brothers of Aberdeen; she was bound at the time of the stranding from this port to Bangkok, and if not in ballast, had only a very small and light cargo. The representative of the insurers, Capt. Stuart, who came specially from England, not succeeding in coming to terms with the Hongkong and Whampoa Dock Co. for floating the vessel, she was sold to the Hon. C. P. Chater, who, also failing to join hands with the Dock Company, determined to attempt to get the vessel off the beach on his own account, under Mr. Johnston's experienced supervision. The work was to be effected principally by means of powerful sand pumps, constructed in this colony by Messrs. Geo. Fenwick & Co. somewhat after the fashion of the buckets of an ordinary dredger, but with the difference that they were made of tank-wood instead of iron. The first operation of cutting the steamer out of the sandy beach on which she lay stranded was by means of a kind of coffer-dam or dry dock all round her which after being clapped-boarded, and the banks protected in such a way as to keep them from tumbling in, the water was admitted from the sea and the pumps set to work to bring up the sand, which had now become considerably liquified. Shots had to be constructed from the steamer's side to receive this sand and to transfer it well clear of the sides of the dock. The *Arday* was found to have sustained no damage to her bottom, as had been reported by some of the crew when the vessel was abandoned, and her iron skin is now and always has been perfectly water-tight. The engines were found by Mr. Johnston to be considerably holed with sand, which had been drawn in during the strenuous efforts made by the crew, to get the ship afloat soon after running ashore. The vessel is now laid with anchors out in about ten feet of water awaiting the first favourable rise in the tide to swing off clear, when she will steam with her own engines to Hongkong under the charge of Captain Taylor, late of the China and Manila Steamship Co.'s steamer *Emeralda*.

LATE TELEGRAMS.

LONDON, July 17th. In the House of Commons last night Mr. Smith brought in a Bill appointing a Special Commission to inquire into the charges made against Mr. Parnell by the *Times*, and it was read for the first time; but Mr. Parnell refused to accept it until its text was printed and circulated to the members of the House.

In the House of Lords the Bill to extend the jurisdiction of the High Courts in India was read for the third time and passed.

DUBLIN, July 17th. Messengers report that Dinikulu interviewed General Havelock at Marlborough yesterday.

ADEN, July 17th. The Peninsular and Oriental Steamer *Siam* with the English mails of the 6th instant for Bombay, passed the Canal at 6 p.m. to-day, and the *Carthage* for Colombo and Australia, at 5 p.m. to-day.

LONDON, July 18th. In the House of Commons the Local Government Bill passed the Committee, except the new clauses.

TRIESTE, July 18th. Information just received states that a disastrous fire took place at Trieste. The town took fire at three a.m. this morning spreading northward, the town telegraph office and officers' quarters are in complete ruins. No lives were lost, except of the fireman who was accidentally killed while endeavouring to extinguish the fire in the clock near by. The fireman escaped. There are no fire engines at Trieste.

THE DURATION OF JAPANESE CABINETS.

Subordinate officials under the Tokugawa Government were wont to refer jestingly to the shortness of tenure of high officials by saying that five years meant a Chief Councillor, or *Gorojiro*, and three years a *Sanjo* (Dajidajin). We are not in possession of sufficient information as to the average terms of power of those officials during the 280 years of the Tokugawa regime to write positively on the subject, but we should say that they would be two years and a half for chief councillors and three years for *Sanjos*. If in those days of feudal conservatism high officials of State were frequently changed, how much more so should this be the case in these days of progress and development.

After the Restoration the term *Naikaku* (Cabinet) came first into use in May, 1873, when the organization of the Daijikan was reformed, and when it was enacted that the Chief Councillors, *Sanjo*, should also act as members of the Cabinet, and take part in the important deliberations which were then conducted. The Daijikan must nevertheless be regarded as the real Cabinet of that time. If we glance at the history of Cabinet changes that have taken place since the Restoration, we will find that when, in 1867, the Tokugawa Government gave up to the military ruler the power that it had hitherto possessed, the Crown abolished the old offices and established the three new appointments of Chief Councillors (*Sanjo*), Councillors (*Gorojiro*), and Advisers (*Sangi*). Princes of the blood, and being appointed to the first named, and, while the last mentioned posts were filled by *Kuge*, feudal nobles and representatives from the various *Han*. In January, 1867, the Daijikan was established in the Niijori Castle at Kyoto, but shortly afterwards the Imperial Palace became its meeting place. The *Sangi-yoku*, or Chief Councillors' Office, was divided into judicial and executive sections, the offices of which were in Tokyo. In February, 1869, the Daijikan was removed to Tokyo and after being subjected to many changes, was at length succeeded by the Cabinet as we have it at the present day. The Cabinet, however, cannot be regarded as the actual successor of the Daijikan, for the *Sangi-yoku* was really its original. It is evident that as the work of restoration and reform, which has led to the present state of things, is attributable to the joint efforts of the Princes and nobility with the assistance of the leading *samurai* of the various *Han*, we cannot say of any one class that it was the chief governing power. We shall find, however, that the changes that have occurred may be summarized as follows.

The *Sangi-yoku* was established in December, 1867, by Imperial notification, Prince Aritsugawa Taruhito being appointed President, Sanjo Saenoyoshi and Iwakura Tomomi, Vice Presidents, Kido Koin, Okubo Toshimichi, Komatsu Nakayama Tadayoshi, and Ogimachi Sanjo Saenoyasu, Assistants.

In May, 1869, the President, four Councillors and six Advisers (*Sangi*) were elected by official vote, Sanjo Saenoyoshi being appointed President, Iwakura Tomomi Councillor, and Higashikuni Kido, Okubo, Soyjima, Goto, and Iwakura, Advisers. The arrangement, however, was of short duration, being abolished after a trial of only two months.

In July, 1869, the Daijikan became the Executive body, and such offices as *Sadajin* (first Minister) *Udajin* (second Minister) *Dainagon* (next in rank to the latter) and *Sangi* (Councillors) were created. This system remained in existence for two years, during which period Sanjo Saenoyoshi was appointed *Udajin*, Iwakura Tomomi, Tokudajin Sanenori, Nabeshima Naomasa, Nakamikado Masuyuki, and Ogimachi Sanjo Saenoyasu, *Dainagon*, and Soyjima Okuma, *Sadajin*. Kido, Iwakura, Matsuyama, Hirose, Kido, Okubo, and the elder Saigo, *Sangi*.

In July, 1871, the foregoing organization was revised, the chief offices in the new system being *Dajidajin* (Prime Minister) *Sadajin*, *Udajin*, and *Sangi*. *Sangi* was appointed *Dajidajin*, Iwakura, *Udajin*, and the elder Saigo, *Itagaki*, *Okuma*, and Kido, *Sangi*. We may thus conclude that at this early stage of the Restoration the reins of power lay chiefly in the hands of Sanjo, Iwakura, Saigo, Okubo, and Kido. Already the importance of introducing western institutions with a view to administrative, judicial, military, and educational development and progress had been recognized, and such leading statesmen as Iwakura, Kido, Okubo, and Ito were sent abroad. During their absence the actions of the Cabinet were largely guided by Inoue Kaoru, then Vice-Minister of Finance, and consequently not a member of the Cabinet but still exerting considerable influence. In 1873 what may almost be called a change in the Cabinet took place, when Inoue having given expression to his views on the subject of finance retired from office. Subsequently to this Goto, Ogi, Eto, and Soyjima entered the Cabinet at various times as *Sangi*.

The Cabinet had now to deal with the grave question of Japan's relations with Korea, but no decision on the subject had yet been arrived at when the Embassy consisting of the gentlemen referred to above returned from their European and American tour. The proposal to send an expedition to Korea was strongly opposed by Iwakura, Kido, Okubo, and Ito, and in consequence the advocates of the proposal and the elder Saigo, *Yagaki*, *Goto*, *Soyjima*, and *Eto*, resigned. This led to a reorganization of the Cabinet with Sanjo at its head as *Dajidajin*, Iwakura as *Udajin*, and Okubo, Terajima, Ichichi, Kuroda, Kido, Ito, Yamagata, Okuma and Katsu as *Sangi*; and at the same time the practice of appointing *Sangi* as heads of departments was begun. In the following year, 1874, the Saga revolt headed by Ito, broke out; and then followed the expedition to Formosa, which led to complications with China. About this time Kido, resigning, submitted a memorial on the question of government by representation. The most influential members of the Cabinet were Iwakura and Okubo, who were ably assisted by Ito and Okuma, the latter of whom having met Kido and Itagaki at Osaka, persuaded them to return to office, following upon which came the Imperial Rescript of 1875. Having objected without avail to the system by which *Sangi* acted as the heads of departments, Itagaki and Prince Shimazu (who then filled the office of *Sadajin*) resigned, and soon afterwards Ichichi was appointed tutor to the Emperor, while Kido became adviser to the Cabinet. From April, 1876, to May, 1880, the chief offices in the Cabinet were occupied by Sanjo, Iwakura, Okubo, Terajima, Kuroda, Ito, Yamagata and Okuma. In 1876 the Cabinet was called upon to deal with the complications which then arose with Korea, and in 1879 with the South-western rebellion, events of no ordinary gravity. As Iwakura, Okubo and Ito were then the chief powers in the Government we may appreciate the importance of the Administration of those days the Iwakura-Okubo, Okubo-Ito, or simply the Okubo Cabinet. Kido died in 1877 and in 1878 Okubo fell by assassination, which events gave rise to considerable Cabinet changes.

Both the Cabinet and the nation at large suffered a most severe calamity when in May, 1878, Okubo was assassinated. Of the three principal figures in the Restoration Saigo had died in disgrace, Okubo had perished by the hand of the assassin, while Kido had succumbed to disease. No one then seemed better qualified to take Okubo's place than Ito. He had entered the Cabinet as a *Sangi* immediately after the

return of the Embassy from Europe. It was well known that he had always acted in concert with Okubo, and it was even said that many of the measures of the deceased statesman owed their inception to his colleague. With Iwakura (*Udajin*), Ito took the most energetic part in the subsequent work of administration, the Iwakura Ito Cabinet consisting then of Sanjo (*Dajidajin*) Iwakura (*Udajin*) and Ito, Yamagata, Inoue, Yamada, Terajima, Kuroda, Saigo, Kawamura, Oki, and Okuma *Sangi*. In February, 1880, the practice of appointing *Sangi* as heads of departments ceased. Hitherto members of the Cabinet had always been entrusted with the duty of controlling departmental work, a system which led to the resignation of Shimazu (*Dajin*) and Itagaki (*Sangi*). During this period Prince Asatsuma Taruhito entered the Cabinet as *Sadajin*.

It was not by any means a wholesale one, but its effects were most important. The Emperor had in 1875 given a solemn pledge that a constitutional form of government should be accorded to the nation, and thenceforth the idea was a most abiding thought among the people, giving rise to much public discussion. The sale of government land property under the control of the Colonial Department was adversely criticized, and petitions and memorials flowed in from all parts of the country pleading for the establishment of parliamentary institutions. Considerable diversity of opinion prevailed even in the Cabinet, and for some time no course could be agreed upon. At length the Imperial Rescript of October 14th, 1881, was issued promising the opening of Parliament in 1890. At the same time Okuma resigned, and in the following year Kuroda was appointed Cabinet Adviser, while a return was made to the former system of appointing *Sangi* heads of departments. The Cabinet of that time consisted of Sanjo (*Dajidajin*), Prince Asatsuma (*Sadajin*), Iwakura (*Udajin*), and eleven *Sangi*, Yamagata, Inoue, Oki, Fukuroku, and Sasaki. It proceeded to Europe to study the constitutions of various Western countries, and shortly after his return Iwakura died amid the sorrow of the whole nation. Hitherto the Cabinet had been that of Iwakura and Ito; now it became the Ito Cabinet.

The chief power of Government was now in the hands of Count Ito, but the offices of *Dajidajin*, *Sadajin*, *Udajin*, and *Sangi*, still existing, some change was rendered necessary. Prince Sanjo discussed this point in a memorial to the office of *Dajidajin*. In some quarters the name of Count Kuroda was mentioned as *Udajin* and leader of the Government, but eventually Count Ito was entrusted with the reins of administration. The officers already mentioned were abolished; Count Ito was appointed President of the Cabinet, the other members of the Cabinet being Counts Inoue, Yamagata, Yamada, Saigo, Oyama, Matsugata, and Viscounts Mori, Tani, and Enomoto. The various departments being, Foreign Affairs, Home Affairs, Finance, War, the Navy, Justice, Education, Agriculture and Commerce, Communications, the heads of those Departments forming the Administration.

We need not refer to the beneficial work performed by the Ministers mentioned above subsequent to the important changes we have described, for that is within the memory of all. In 1887 Viscount Tani, and Counts Saigo and Kuroda returned from foreign tours, and the first named, finding that his newly formed views on Treaty Revision were not agreeable to his colleagues, resigned office. Count Inoue also retiring from the Cabinet on the postponement of the negotiation for the revision of the treaties of Commerce, Korea, and Japan. But the ball had been set rolling; the agitation throughout the country became intense, and memorials and petitions were presented from all quarters. It may be that this state of matters decided the Government to change the leadership of the Cabinet; at any rate this took place at last.

While the transference of Count Ito to the Presidency of the Privy Council may in one sense be described as a step of pure expediency the event certainly marked an important Cabinet change. The present administration is composed of Counts Kuroda, Matsugata, Saigo, Oyama, and Viscount Mori (Satsunomiya) Counts Yamagata and Yamada (Choshu), Count Okuma (Hizen), and Viscount Enomoto (Tokugawa); and the Cabinet is undeniably the Cabinet of Count Kuroda. Count Ito is specially empowered to sit in the Cabinet, but he is not a minister. The Administration, then, has undergone twelve distinct changes since the Restoration. But if we reckon by the statesmen who have held power we have five stages:—(1.) Sanjo, Iwakura, Saigo, Okubo, and Kido; (2.) Iwakura, Okubo, and Ito; (3.) Iwakura and Ito; (4.) Ito; (5.) Kuroda. By the former calculation each administration has lived less than two years, by the latter less than four years. But, as the same statesmen have continued in office in different Cabinets and as the changes have been chiefly of constitution, these changes cannot be compared to the vicissitudes of party Cabinets in the Occident.—Translated from *Nichi Nichi Shinbun*.

To-day's Advertisements.

STEAM TO STRAITS, COLOMBO, AND BOMBAY.

THE P. & O. S. N. Co.'s Steamship

"VENETIA"

will leave for the above places on TUESDAY, the 7th inst., at NOON.

E. L. WOODIN, Superintendent.

Hongkong, 3rd August, 1888. [766]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"TEHERAN"

will leave for the above places on THURSDAY, the 9th August, at 4 P.M.

E. L. WOODIN, Superintendent.

Hongkong, 3rd August, 1888. [767]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

having connexion with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN) and GENOA; ALL MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS

up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"STURA."

Captain Caborn will be despatched as above on SATURDAY, the 11th inst., at 10 A.M.

At Bombay the Steamers are discharging in Prince's Dock.

For further particulars regarding Freight and Passage apply to

CARLOWITZ & Co., Agents.

Hongkong, 3rd August, 1888. [768]

To-day's Advertisements.

HONGKONG, CANTON AND MACAO STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 7 per cent. or \$1.40 per Share, declared at the Ordinary Half-yearly Meeting of Shareholders held This Day, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after SATURDAY, the 4th instant. Shareholders are requested to apply at the Office of the Company for Warrants. By Order of the Board of Directors, T. JACKSON, Secretary.

Hongkong 3rd August, 1888. [768]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"CARDIGANSHIRE,"

will be despatched for the above Ports, on the 10th inst.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 3rd August, 1888. [769]

UNION LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, PENANG, AND SINGAPORE.

THE Steamship

"GUY MANNERING,"

Captain Ford, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Under-

signed for counter-signature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at KOWLOON and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Shanghai unless notice to the contrary be given before NOON, TO-DAY, the 3rd inst.

All claims against the Steamer must be presented to the Undersigned on or before the 13th instant or they will not be recognised.

RUSSELL & Co., Agents.

Hongkong, 3rd August, 1888. [764]

THEATRE ROYAL.

CITY HALL HONGKONG.

TO-MORROW EVENING,

AUGUST 4TH, 1888.

THE AMERICAN MUSICAL COMEDY AND OPERA COMPANY.

Directors { Mr. PEMBERTON W. WILLARD.

JOHN F. SHERIDAN.

Will appear as above in

THE EVER SUCCESSFUL OPERA BOUZZE

"LES CLOCHES DE CORNEVILLE."

CHARACTERS BY THE COMPANY.

GASPARD (THE MISER)

MR. JOHN F. SHERIDAN.

NEXT WEEK PERFORMANCES

ON

MONDAY,

THURSDAY,

and

SATURDAY.

Prices \$2, \$3, and \$1.

Plan at Messrs. KELLY & WALSH'S, LD.

All communications to PEMBERTON W. WILLARD, Hongkong Hotel.

Hongkong, 3rd August, 1888. [748]

Notices of Firms.

NOTICE.

WE have authorized Mr. CARL ROGGE to sign Bills of Lading.

MELCHERS & Co.

Hongkong, 1st August, 1888. [763]

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the

ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the Twenty-fifth day of August, at TWELVE O'CLOCK NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1888.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, 27th July, 1888. [741]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGIS-

TER OF SHARES of the Corporation will be closed from the 11th (SATURDAY) to the 25th day of August next, both days inclusive, during which period no transfer of Shares can be registered.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, 27th July, 1888. [742]

G. FALCONER & CO.

WATCH- AND CHRONOMETER MANUFACTURERS

AND

JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

No. 44, QUEEN'S ROAD CENTRAL.

Hongkong, 27th July, 1888. [743]

Intimations.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 6th instant.

For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

JOHN THURBURN, Manager, Hongkong.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON, Chief Manager.

For the COMPTON D'ESCOMPTE DE PARIS, CHANTREY INCHBALD, Agent, Hongkong.

For the NEW ORIENTAL BANK CORPORATION, LIMITED.

E. W. RUTTER, Manager, Hongkong.

Hongkong, 1st August, 1888. [758]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company No. 14, Praya Central, on MONDAY, the 27th instant, at 3 P.M., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 30th June, 1888.

The TRANSFER BOOK of the Company will be CLOSED from the 13th to 27th August, both days inclusive.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, 1st August, 1888. [760]

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th May.

WEEK DAYS.

The CARS RUN as follows between ST. JOHN'S PLACE AND VICTORIA GAP:—

8.10 to 10 A.M. every quarter of an hour.

12.10 to 2 P.M. " " half hour.

4.10 to 8 " " " quarter of an hour.

SUNDAYS.

1 past 12 to 1 past one every quarter of an hour, and from 4 to 8 P.M. every quarter of an hour.

Single Tickets may be obtained in the Cars. Gentlemen are requested NOT TO SMOKE in the Middle Compartment.

